## THE NEW YORK HERALD.

WHOLE NO. 7148.

MORNING EDITION-TUESDAY, MARCH 25, 1856.

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SECOND EDITION READY THIS DAY .
INDIA, THE PEARL OF PEARL RIVER.

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JOHN PYNE, 107 Massau street.

NEWSPAPIERS.

TARTHQUAKE IN SAN FRANTISCO, BURNING OF 22 28,000 bales of cotton in New Orleans and the terrible cacastrophe at Philadelphia, with twenty other subjects are beautifully intertacted in No. 16, of FRANK LESLIE'S ILLUSTRATED NEWSPAPER, of Saturday last, March 22. Tats is decidedly the most splendid illustrated sheet ever published in

PERSONAL.

\$100 REWARD.—INFORMATION WANTED OF THE whereabouts of FREDRRICK PLUMER, aged about 89 years, who left the St. Nicholas Hotels on Bridgy last, March 21, 1856 at 11 o'clock, A. M. Any information will be thankfully received and the above reward will be paid, at No. 4. Centre market place, by Henry Boomer. He had on when he left a plush cap, light brown pantalons, vest figured green, and dark mixed coat; height 5 feet 6 inches.

A FAMILY, WITHOUT CHILDREN, MAY HAVE, AS their own child, a beautiful little boy. 17 months old, by a poor German widow. References given at Dr. Hoffman's office, 70 Suffolk street, New York.

A DA—BELIEVING THOSE LETTERS WELE WRITTEN while you were abery, I will, if you come immediately and say so, forgive you. Perhaps it may save years of sorrow to both. I have kept all secret as yet

T THOMAS WELSH WHO ABRIVED IN THE STEAM-ship Edinburg, on his way to Singhamton, Broome gounty, is in town, he will please call on A. J. UOOK, at the Facilic Holel, Greenwich street. INFORMATION WANTED-OF BRIDGET COX, A NA-

It tive of Strokestown, county Roscommon. Ireland, who went to Bytown, Canada West, in the vear 1822; two years since last heard from she left there for Monreal. Any information given of her will be thankfully received by her mother and sister, Margaret Sharker, No. 8 Carrol street, Brookiyn, in the grocery store. Montreal papers please copy.

INFORMATION WANTED—OF JANS GLENN, DAU 3H-ter of Mr. Philip Glenn, of Shedle'd, Kng. When she was last heard of she was living as servant to Mr. Antony Derkin, of Pilistone, Luzerne county, on the Susquebanna, Pennsyl-vania. Any information laddressed to Mr. John Radiey, Se South Third street, Williamsburg, will be thankfully received. INFORMATION WANTED OF MARGARAT McCOR.

MICR, a native of Larné, county Antrin, Freiand. By calling on Wm Creighton, No. 540 Pearl street she will hear something to her advantage.

MISS A. L.-PLEASE CALL FOR YOUR GOLD WATCH which was given away in mistake at the jewelry store.

MEETING OF PROPERTY HOLDERS AND OTHERS, opposed to the pien of sharp's Relicad in Broadway, il be held at the St. Micholas Heel on Tuesday evening, at 7 lock. All who are interested are requested to attend. Concernions of importance will be offered.

AMBASA MERTING.—BY INVITATION OF THE UNASSAS MERTING.—BY INVITATION OF THE UNASSAS MERTING.—BY INVITATION OF THE UNderigned officers of the American Settlement Company
of this city. Gen. PHILIP.

The Company of the Company of the Company
of the Company of the Company of Baltimore General
Justices of the Supreme Court, formerly of Baltimore General
Justices of the Supreme Court, formerly of Baltimore General
TOMBOY, and others will be produced by the Company of the Company of

NEW YORK, MARCA 22, 1856 — AT A MERTING CALL-ed by the fruit and vegetable dealers o' Weshington market, at S. I. Wood's, it was—Resolved, That JoshPH R. HUFF was e'coled a delegate to represent the fruit and vege-table departments in a convention to be he d on Tuesday, March 22, 1866, at the Butchers and Melting Rite Association, March 25, 1866, at the Butchers and Melting Hide Associatio porter of First avenue and Fifth street, at 4 ( clock J. R. HOFF, Chairman. GEORGE A. THOMPSON. Secretary pro tem.

OFFICE OF THE SECOND AVENUE BAILROAD COMpany, Forty-second street and Second avenue, New York,
March 15, 1886,—An election for bure or sof the Second Avenue
Ealired Company will be held at the company's office on Monday, the 7th of April next, pursuant to an amendment to the
bye laws passed this day. The pole will be copened from one
till two o'clock. Transfer books will be cloced till date. By
order.

Debail of the passengers,

This YOUNG FRIENDS OF IRELAND -THE YOUNG

Premos will celebrate St. Patrick's day in their usual
manner, at the Apollo Rooms, 410 irrondway on Wednesday
evening, March 28. Tierets can be procured by casing on mher of the committee.

The Male Secretary EDWARD MILLS, President.

any member of the committee.

JAMES E. MILLS. SECTEBRY. EDWARD MILLS, President.

TO CAPTAIN SAMUEL MACODUCK, OF THE SHIP
Constantine.—We, the undersigned passengers of the ship
Constantine, being actuated by a sense of duty, cannot separate without expressing our gratitude and deep sense of obligation which we owe to you for the more than parental care
which you manifested for usduring a long and stormy passage;
the safe performance of which we attribute, under Providence,
to your uccessing watch unless and visitant care, at all times
freedy given; and we lament that is chould have been done so
frequently at the sacrifice of your personal comfort and necesfactorized the sacrification of your personal comfort and necesfactorized thanks; and waite we wish you the full
measure of temporal prosperity you so nobly deserve, and the
domest of felicity your sociable, generous and humane heart is
soc capable of enjoying and communicating, we, above all, pray
you may be spared to live long in the bosom of your family
after you have fulfilled the ends of arbust cas life. We would
say, in conclusion, that, to render our happiness mere comple, e. we have experienced the greatest civility and kindress
from your officers; and we desire, one and all, to long rememple, and the same of the process of the same of the same

THE BALL SEASON.

CREAT FRENCH FANCY DRESS BALL-GIVEN BY The centants de la Folie," on Tuesday, March 25, 1856, at Tarmany Hall. Tickets \$1, admitting a gentleman and two ladies, to be had at Tammany Hall.

THE PROMENADE CONCERT AND BALL FOR THE benefit of the Nursery for the Children of the Poor will take place at the Academy of Music, on Thursday evening, March 7, under the direction of the tollowing March 27, under the direction of the tollowing

March 27, under the direction of the tollowing

Mrs. W. H. Aspinwall, Mrs. Goo. Sancoroft, Mrs. J. J., Astor,
Mrs. W. Hibiaelander, Mrs. T. B. Bronsoot, Mrs. W. M. Astor,
Mrs. W. Hibiaelander, Mrs. T. B. Bronsoot, Mrs. W. M. Astor,
Mrs. R. W. Bibiaelander, Mrs. T. B. Bronsoot,
Mrs. Mrs. H. Bell, Jr.,
Mrs. C. B. Duncan, Mrs. J. Bleglow,
Mrs. G. A. Lellow, Mrs. W. B. Duncan, Mrs. J. Bleglow,
Mrs. G. L. M. Barlow, Mrs. W. B. Duncan, Mrs. J. Bleglow,
Mrs. G. L. M. Barlow, Mrs. T. A. Emmet,
Mrs. G. J. Colles,
Mrs. Goo. T. Ellos Jr., Mrs. J. K. Haight,
Mrs. D. D. Fleld,
Mrs. Mog gan Gibbes,
Mrs. W. Hodman,
Mrs. G. Heckscher,
Mrs. J. C. Peters,
Mrs. J. A. Lee Barbier,
Mrs. J. H. Collows,
Mrs. J. H. Strong,
Mrs. J. A. Lee Barbier,
Mrs. J. S. H. Remssen,
Mrs. A. S. Mott,
Mrs. J. H. Strong,
Mrs. M. A. Mathews,
Mrs. J. S. H. Remsen,
Mrs. A. S. Mott,
Jenes Riccost,
Jenes Riccost,
Jenes Riccost,
J. W. Gerszt,
Jr. J. Faller,
J. W. Gerszt,
J. J. Panice,
J. H. G. Well Palipe,
S. H. Corpo,
W. B. Hollman,
H. J. Rediishler,
H. J. Red

Walden Pell, J. Phalen, Royal Phelps, Hor. H. J. Raymond, H. J. Redield, Wm. Rhinelander, John Roberton, Jas. N. Roosevelt, James F. stuggles, Arthur Shiff, C. Heffman, Wm. B. Hoffman, R. S. Hone, N. B. House,
Fredrick Hu'son,
Fredrick Hu'son,
M. Howland,
William Jeffray,
Peyton Jaudon,
J. T. Johnston,
L. C. Jones,
W. H. Jones,
H. L. King,
Arthur I earry,
Robert I erry,
P. Marie,
B. H. Wessinger,
G. P. Wortis,
Mose Will comme E. Steiner,
D. L. Saydam,
O. E. Strong,
Alexander Taylor,
O. F. Winthrop,
J. C. White,
F. L. Waddell,
W. Whitswright, Jr.
R. C. Winternoff,
E. Willing.

ICEBERGS AT SEA.

The Catastrophe to the Ship John Rutledge.

One Hundred and Nineteen Passengers Probably Lost.

ONE OF THE CREW ONLY SAVED. STATEMENT OF THE SURVIVOR.

Thirteen Persons Living in an Open Boat Five Days on Ten Pounds of Crackers and One Gallon of Water.

Death of Twelve by Starvation and Exposure Before the Ninth Day.

RESCUE OF THE SOLE SURVIVOR ON THE NINTH DAY,

In vesterday's HERALD we gave an account of the arrival the evening previous, at this port, of the pacter ship Germania, and some particulars of the loss of the ship John Rutledge, by running into an iceberg, as furnished us by Captain Wood, of the Germania, and the rescue by the Germania of one only of the passengers and

crew of the John Rutledge.

One of our reporters yesterday had an interview with Thomas W. Nye, the seaman on board the John Rutledge, the sole survivor referred to in the previous accoun given of the appalling catastrophe befalling this vessel on her recent homeward voyage from Liverpool. Mr. Nye is on board the Germania, and still very weak from the severe and protracted exposure to which he has lately been subjected. He has not yet recovered the use of his legs, which were frozen nearly up to the knee during his painful durance of nine days in an open boat, and some of the time experienced bitter cold weather.

subsequent sufferings endured by himself and his com panions, as given by Mr. Nye, are as follows:—On the 16th of last January, the John Rutledge left Liverpool for this port. At 11 A. M. all the passengers and crew were on board; at 3:39 the vessel was towed out by a steamtug, and at 6 P. M. was under full sail with a noderate favoring wind. On the 17th, the wint became adverse, and continued so with occasional storms of rain and snow, till the 18th of February. On this day, in latitude 46 24 N. longitude 46 56 W., they encountered ics. Two large icebergs were seen over thirty feet in height. from ten to one hundred feet in diameter. The atmos here was hazy, with a slight drizzling rain. The vessel played about in this see all night of the 18th. A lookout was kept for icebergs, and but little headway mads, as they dared keep up only light sail. On the 19th the reasel entered a large field of ice, but managed to clear it. An increased hazziness obscured the aimosphere from the day previous, so much so that it was impossible to see but a little distance from the boat. Short-ly after clearing the first field of ice, the vessel became enveloped in another and much larger field, and drift ice in constant succession

passed by the ship. Occasionally one would rub pretty close and hard against the ship's sides. Several times during the day the vessel became completely wedged in by the masses of drift icc. In attempting to get clear of get on the ice outside the vessel to cut the same ava for the vessel to proceed. This, in fact, was the only way they could get along. As they would get themselves into open mater, there was constant four of running against or being run into by an iceberg. At intervals icebergs pasied near them during the entire day. At night all the crew were kept on deck to keep a lookout for them. They did not make much headway that night, on account of the ice In the morning the ice was less frequent and they made more headway. Icebergs, however, were still ficating about them. From the dim mist that still pre vailed it was nearly as difficult to guard against coming in contact with them as it had been during the night.

As showing more fully than set forth in the statement of Mr. Nye, the changes of wind and weather experience

by the John Rutledge, and the fields of ice and icebe gs encountered by her from the time of her leaving Liverresulted in her abandonment by her passengers and crew, as above stated, we give below some leading extracts from her logbook. This logbook was kept by Mr. Atkiason, the first mate, and as stated above was by him put on board the small boat upon which Mr. Nye was rescued, which boat he intended to get upon himself, but unfortunately was prevented by the untimely cutting of his and the captain's boat aloof from their vessel. Mr Nye carefully preserved the log, and we have it from his hands. It will be seen that the last entry was made at nine o'clock, an hour previous to running into the ice berg, and that an entry was about to be made again,

doubtless at the moment the accident occurred, and wa thus prevented being completed:— January 16 .- Mod ed getting ship ready for sea; at 11 A. M. got all pass gers on board; at 3:30 P. M. steam-tug came alongside,

ove up anchor, and was towed out.

17.—Southerly winds and light showers of rain; at 2: 6 M. wind hauled south, blowing strongly; took in all light sails and topgallant sails, and reefed mizen topsail at 4 A. M. squared away for the North Channel, and set all sail; the fore topgallant sail split on the leech rope, unbent it, and bent another; this day ended with thick

weather; all sail set that would draw; crew employe ecuring everything on deck; at 6:30 P. M. the Maiden's light bore W. by S., distant about three miles; at 8 win hauled more easterly; furled main royal; midnight, light winde; set all light sails; at 2 A. M. Innistrahul Roei, light bore on the beam; middle and latter part moderate winds and hazy; Tory Island bore on the larboard beam, distant

about 8 or ten miles.

19.—Pavorable winds from E. S. E., and hazy; all sails ret; at 2 P. M. Tory Island bore S. by W., distant about

eight miles. From this time nothing important occurred until January 29, when we had very strong gales from N.W. and a very heavy sea, the ship rolled heavily, and at imes shipped large seas; furled upper fore and main topesils and courses, and hauled down the spanker; th seech got foul of the gaff end, and tore the sall: midnight qually, with passing showers of hail; at 4 A. M. wors ship to northward; snow squalls; set the courses.

30.—Favorable winds from S. E. and squally, with

showers of bail; all necessary sail set. About 3 P. M., as one of the men, by name Mass, belonging to Boston, was taking some spun yarn out to the jibboom, on the cap of the bowsprit, he lost his footing, and fell overboard; one of the life buoys was thrown to him, and several ropes the man caught the buoy as soon as it touched the water the ship was brought head to wind on the ins ant, and all hands called on deck to clear away the life bont; got the boat clear in about five minutes, and manned with an officer and crew; the men pulled to windward, in the direction of the man, for about an hour, against a very heavy sea, when, finding no trace of the man, a signi was made from the ship for the boat to return, as a very heavy squall was bearing down on us; in attempt ing to hoist the boat, and after we had got the bear hooked, the ship gave a heavy plunge, and struck the boat with the counter, which filled it, and hurt three of the men; let go the tackle, and the boat drifted to lee. men ever the stern, and the rest of the crew and passen gers succeeded in rescuing the others from a watery grave; out the boat adrift, close recked the mizen top-all, set the foresail, and bore away, for nothing more could

be done; this day ended squally.

31.—Wind N. by W., accompanied with heavy hall squalls; at 3 P. M. close reefed the mizen topsall, furled the cross jack, upper fore and main topsails, and courses

February 1 .- Strong gales from S., and very heavy sea ocompenied with thick, drizzling rain; at 2:30 P. M., gale increasing, with heavy rain, furled the jib and main-sall; at 3:30 P. M. shipped a heavy sea to windward, which caused the ressel to lurch to leeward; one of the passengers, named Charles Colbeck, who happened to be on deck at the time, slid with great force against the les bulwark, stove three planks. and went overboard; at the rate the ship was running, and on account of the heavy sea, it was impossible to save him; at 6 ?. M. wini hauled to N. W., with heavy rain; furled foresail, and wore ship, head to southward; midnight, wind hauled westwardly; wore round, and set foresail; at 4 A. M. set mainsail; middle and latter part of the day very squally,

with a heavy sea running. 2.-Wind N. W.; ship rolling heavily at times; at 5 P. M. furled the mainsail, hauled up the foresail, and wore ship to southwest; the gale increasing, furlet the foresail, and set main spencer; midnight, very squally, with showers of hail; at 4 A. M. more moderate; set courses, jib, and main topmast staysail; at 6 A. M. set spanker and upper fore and main topsalls; let one resfout of the mizen topsail, and set cross-jack; middle and latter part of this day, strong winds, with anow squalls.

3.—Strong winds and squalls from N. N. W., accom

panied with showers of hall; all necessary sail set.

6. Wind N. W., with a heavy rolling sea; all necessary sail set; at 4 P. M. wore ship to westward, set courses and cross-jack; at 8 A. M. winds and equalls in creasing; turled ross jack and courses; midnight, strong gales, with heavy squalls; shipped a heavy sea, which filled the second cabin, rolled the lee rail under, and

filled the lee quarter boat.
7.—Strong gales from N. W., with heavy hall squalls, nd a cross head sea; at 2:30 P. M. shipped a heavy sea to starboard, which filled the quarter boat, first and second cabins, and stove the rail on the quarter; set all the watch to bale the water out of the second cabin.

11.—Strong winds and squalls W. by S; furled the cross jack; at 2:30 P. M. winds and squalls increasing from N. W., clewed down the upper topsail, close reefed the mizen, furled courses, jib and main topmast staysail. and set main spencer; at 4 A. M. gale increasing, with very heavy sea; 8 A. M., gale still increasing, hauled down the main spencer; just got the sail down, when a squall struck the ship, and blew the sail out of the brails; hip taking very heavy seas on board; midnight, strong gales, and sea running very high; shipped a heavy sea to windward, which carried away the bulwarks abaft the main rigging, and flooded the second cabin and wheelhouse; at 4 A. M. gale still increasing, with heavy snow storm; 8 A. M., the mizen topsail reef points began to snap acrosss the reef band; clewed it up, and furled it, and then hauled down the fore topmast staysall, when the ship gave a heavy plunge, and shipped a sea over the bows, which burst the sail out of the bolt ropes, washed all hands along the deck, and filled the steerage and forecastle full of water; sent all hands below to bale out; heavy gale and sea continuing, and the ship taking very beavy seas on board at times; pumps sounded every two

hours.
12.—Strong gales, accompanied with a heavy sea; at 3 P. M. shipped a large sea to windward which stove in part of the bulwarks on the starboard gangway, and filled the larboard quarter boat; at 4 P. M. snow squalis; at 8 P. M., wind N. W., a heavy hall squall struck the ship, which careened her over on her beam ends and split the fore topsail down the middle, and took the starboard side clean out of the bolt rope before the sail could be clewed up; clewed it up and sawed the remnants; at midnight the gale increasing with great violence, and the ea running mountains high, and the ship rolling very heavily, it being impossible to put more sail on to keep her steady, about 1 A. M., she shipped a heavy sea that filled the cocks and burst the bulwark by the lee main rigging with the force of water against it. At 8 A. M., the gale still blowing with great fury, went aloft on the mainmast to inspect the iron on the topsell yard, and found the head of the mainmast sprung about two feet below the cap; called all hands, clewed up the topsail and furled it, to save the mast; got spars ready for fish

sea; were ship's head to westward, to bring the sprung side of the mast to leeward; all hands employed fixing the masthead with the spare topgallant mast and topgullant yard, and secured it with three chains; at midsignt, more moderate; set the mainsail, at 8 A. M., all hards employed securing the mainmant, unbending the fore topsail, and bending another; the carpenter come and reported that the tank of water was out; upon examiration, it was found there was water sufficient to last for eight days; all hands on board, fore and aft, put on

short allowance—one quart.

14.—Strong winds from the N. W. and squally; all hands wedging the [masthead and setting up the lee main backstays. At 4 P. M., wind more westerly; wore ship's head to N. W., and bent the fore topmast staysall; at 6 P. M., increasing winds, with rain; turfed the cross iack; at 8 P. M., wind more to the N. W., and squally; wore ship to westward: at midnight, strong winds and very heavy head sea; vessel put the bowspit under at times; at 2 A. M., gale increased; furled fore and man courses and unbent mizzen topsail to repair; fore top oast staysail being split on the after leech from head t toot an hour after being bent; middle and latter part of the night atrong winds and very heavy head sea; water given in charge of second mate, the carpenter being in capable of performing his duty.

15,-Wind N. W.; erew employed repairing the mizer

to, sail, and other necessary jobs about the rigging; mid-night, breeze increasing, with light rain; at 2 A. M. strong winds and squalls, with rain; furled spanker and

16 .- Strong winds from N. W. and squally; at 4 P. M wind more northerly; wors ship's head to westward an furled mainsail: at midnight more moderate at times t 4 A. M. the rame; at 6 A. M. set upper topsails.

17 .- Moderate wirds from the N. W., with a heav well; S P. M., light winds, and inclined to calm: mid ight, strong breezes, and steady; all necessary sail set 18 -Strong favorable winds from N. W., and slight driving rains; bent another topeail and set it; at 3 P. M. nereasing winds and squally; at 6 ?. M. more steady; at midnight, strong breezes; at 8 P. M. foggy, with rain

passed several icebergs. 19.-Light winds and hazy; the vessel was surrounded with icebergs, it being difficult to steer clear of them; at P. M. saw a large field of ice ahead; tried to run clean of it, but there being very little wind, it got down to the ahip before we could get clear; at 11 P. M. the ship was completely wedged in with drift ice, and very large ergs in all directions; the breeze springing right aft there was no alternative but to go through it; the farther we got in the thicker the ice got, and the greater the number of icebergs; at midnight light winds, and the hip made little headway through the ice; at 4 A. M. the same; at 8 A. M. steady breeze, and the ship making more headway, passed some very large icebergs; at 9 A

Thus ends the logbook.

At shortly before 10 A.M., on the morning of the 20th of February, the vessel, despite continued watchfulness, ran into an iceberg. The vessel came in contact with the erg under her bow, starboard side. The concussion was severe, and it was feared, from the severity of the shock, that a large hole must have been made in the bow of the ship. It was directly found that water was com-ing in. The portion of the cargo occupying this part of the ship was removed, and the pumps set immediately to work. Quilts and mattresses were brought in requisition able. At two A. M. the water was found to make such fast headway that the captain divided the passenger and even into watches of twelve each to work at pumps. They went to work, and labored incessantiout could not keep ahead of the water. Captain Kelly then directed portions of the cargo to be thrown over board, with a view to lighten the vessel and see if that night not save her. It was found eventually that nothing could prevent her going down. The captain at segth, at about 6 P. M., announced that they must leave he vessel, and ordered the life and long boats to be got a readiness. Mr. Nye states that the captain, though irm up to this moment and using every encouragem to the men at the pumps to work, in hopes that they might yet save the ship, at the final moment of uttering this command, showed marked emotion at the thought of thus abandoning the vessel under his charge Everything and every person on board, up to this noment, was upder excellent discipline. Passengers and crew had worked untiringly and uncomp'ainingly at the pumps. When it was seen, though, that the vessel must be abandoned, and the act was approunced, terror spread among all the ship's company. Up to this moment all had worked in hopes of saving the versel. Now, this was given up, and each turned to look out for himself. The small boats were at once lowered. There were five attached to the vesseltwo yers life boats, and the comminder ordinary long

boats. The life boats were some twenty-tour feet in length, and the long boats about two feet longer. the boats. The directions, however, were of but little avail, owing to additional excitement now arising among the passengers and crew, from the sudden gain which it was seen was fast being made by water upon the ship af er the abandonment of her pumps. It was momen tarily expected that the vessel would go down.

est confusion, as might be supposed, prevail ed. Mr. Nye says he never witnessed such a speciacle, such a mad hurrying and contest for the boats, and de-termination of each to get a place for himself, regardless termination of each to get a place for himself, regardless of all consideration for others. He hopes, he says, to be spared the sad repetition of such a sight. In the struggle and confusion he can only recollect the boats were quickly filled. He recollects being told to get into the first mave's boat, which he did. The captain's boat was outside this one. They were both under that nizen chain on the starboard side. The captain's boat may no the outside. Mr. Attringen the first mate. was on the outside. Mr. Atkinson, the first mate and the carpenter of the ship were about getting into the first mate's loat, when the captain told them to go first and look at the pumps. Mr. Atkinson and the carpenter turned to do so when the captain gave orders carpener turned to do so when the capain gave orders to let go the rope or they would be store in at once. Unfortunately both boats were let go adrift at the same instant. A very heavy see was roll g at the time, and bore the boats away. In a moment the mate and carpenier came running aft. "My 66s, they have left us," cried the mate. This, adds Mr. Nye, was the last that was heard or seen of either of the first mate or carpenter. The very heavy see rolling made it impossible to get back to the ship. Besides, is was expected that the vessel would go down every moment, and it was feared that unless the beats were got quickly out of the way the suction caused by he sinking of the vessel would draw them likewise under the water. The other small boats, meanwhile, had by this time got considerably away from the vessel. The smail boats, Mr. Nye states, were filled as follo

The boat of the captain contained besides himself a cabin passenger, (the only cabin passenger on board,) the stewardess and her son, eleven years old, the mother of the stewardess, a boy aged fifteen, whom the captain brought from Liverpool, and three children belonging to passengers of the ship.

second boat was occupied by about fifty passengers A third boat was likewise filled with passengers. This and the previous boat took the entire passengers, with the exception of those in the first mate's boat.

A fourth boat contained the men belonging to the ship's crew, some ten is number.

The fifth bost, from which Mr. Nye was rescued, contained, besides himself, Mrs. Atainson, the first mate's wife, a sailor belonging to the ship, the the first mate's wife, a sailor belonging to the ship, the boatswain and none passengers. The three boats occu-pied by the cree and passengers went in a northwesterly direction from the ship. The boat taken by the captain, and the one in which Mr. Nye was, took a southerly

course, but did not keep together only about half an hour.

Mr. Nye saw not ber the captain's or any of the boats after this. As what was placed in the boats Mr. Nye gives no cefinite account, except of the one occupied by himself. In all the knows were placed some food and water and clothing, but how little or how much he could On board his own boat were placed the log book, the mate's quadrant, Bowditch navigator and a compass. Tep pounds of hutter trackers and a gallon of water in a demi-john was the total amount of provisions and water. A good supply of bed clothing, was, however, in his boat. The compass, he states, was broken and rendered of no use by Mrs. Attimera jumping upon it as she got into the

The sallor on board his boat, (a Scotchman, whose name he does not know,) took the oars upon leaving the vessel. They pulled away without resting over an hour. The sea was still rolling heavy, and it was dark and cold Shortly after leaving the ship a storm passed over them, accompanied by thunder and lightning. The passengers ay huddled in the middle of the boat and scarcely a word was interobaged between them. The lightning severaled the palid fastures of a company who knew not but that the next advancing wave might speedily hasten hem to the gloom of what seemed surely impending eath. Thus passed the night. Daylight revealed to them an open, boundless sea, with nothing the eye could rest upon but an unbroken excouncil was held, and it was determined to be sparing of the very meagra supply of provisions and a day's rations for each one, and a mouthful of water.
To insure adherence to this latter limitation, it was agreed to suck the water through the cork of regast, and the sucking at the demijohn cork, there was me merriment felt by a few, at the novelty and comi ality of their situation. This merriment was destined o a sad change. The weather had moderated considers bly from the evening previous, and there was less wind the atmosphere still continued misty, however. The boat was permitted to drift all day. Everybody kept losking for a sail, but night came without any sail hav reg appeared. At night the boat got into some see; but, by pulling to the windward, they soon fetched themselves nto an unobstructed sea. They pulled all night, with

but little intermission. The second day was a repetition of the first day-misty and nothing seen of any sail. The passengers kept them elves still huddled in the centre of the boat to kee cemaelves warm. A few began to show the effects of their limited rations, as also to complain of cold feet I brough the night all slept very quiet, the boat, mean while orifting at the mercy of the tide.

The third day opened colder than the previous days, and much clearer. The wind was N. W. There was much complaint of suffering from the increased cold. This day was destined to pass without any vessel coming in sight.

The fourth day was a clear day again. At about two clock a brig was seen to the south, and came within two miles of the boat. The men in the boat com-menced pulling for her with all their might every effert was made to attract the attention of the brig, but they were unable to do so at least the brig kept on her way. A breeze springing up, she was soon borne beyond the possibility of reach f this vessel so near them and then its ceparture from beyond their view gave rise to an elevation of hope and subsequent subsidence to a feeling of intense despair than can only be imagined by those who have been similarly situated. Upon the disappearance of this vessel, many who thus far had endured their sufferings with marly fortitude gave way to the loudest lamentations of despair. Keenness of hunger and burning thirst were felt by all. It was known that rations remained but for two more days. On the morning of the fifth day the woman passenger, whose husband was on board, but Nye did not know, died. It was the first death and the first burial. The body was thrown everboard, and to add to the gloom of that suffering ban re'used to sink. It was still floating when lost to sight. All this day there was a dripping rain.

and the last of the water drank. The simple taste was cothing to the intense hunger which all were now suffer ing. During this day the husband of the woman who died the day previous also died. No vessel was seen The seventh day passed without sight of a sail. Intense

gory was suffered by all in the boat from thirst. Some em, not able to endure the pargs of thirst, drank salt water, which only heightened their sgony and drove cme of them nearly mad. On this day two boys and the father died. At night the sailor died. The eighth day opened with only increasing suffering

from hunger, thirst and cold. It rained, but nearly all were too weak to catch any of the descending mois-ture. Mr. Nye caught some of the rain in an oilcloth cravat, which was partaken of with the wildest imagi cable frenzy. But there was not enough to satisfy the burning thirst. Salt water was drank by every one, exhe considers the only thing that preserved his itle. During this day four passengers and the beatswain died. During the night Mrs. Atkinson, the mate's wife, died. On the morning of the 29th of February, Mr. Nye was the only one of the original thirteen on board the boat that remained alive. He had not the strength to throw overboard his dead companions. He managed, however, to erect an car in his bo two shirts and a silk handkershief placed on the top as a signal. At about 1 P. M. he saw a sail advancing from the south. This sail turned out to be the packet

ship Germania, from Havre, from on board of which the small boat, with its now sole living occupant, was fortunately seen. Capt. Wood, of the Germania, ordered C. H. Townsend, chief officer, to lower a boat, and with four seamen proceed to the boat, which they did, and took off Mr. Nye and placed bim on board the Ge In the boat with Mr. Nye were found three dead bodier besides that of Mrs. Atkinson. These were also taken out, and after proper care the four were decently buried from the boat. Mr. Nye was nearly exhausted from his een inuous exposure and deprivation of food and drink His feet were also frozen nearly up to his kness. Cap-tain Wood, upon hearing Mr. Nye's statement, took immediate measures to find the remaining mussing boats. They lay to till night, and hoisted signal lights, but nothing was seen of them. It is very possible they may have been picked up by other vessels. The Germs nia arrived in New York on Sunday evening, with Mr. Nye on board. He is doing as well as could be expected. He is a young man, aged 21 years. This was his second veyage to sea. His parents reside at New Bedford, and have been telegraphed to come on to this city. The John Rutledge belonged to Mesars. Howland &

Ridgewry, of this city. She was a fine staunch ship of 1.060 tons, brill four years since at Baltimore, and intended to run between New York and Charleston. She was built for John Boverel & Son. of Charleston. She was sold by them within a year to James Foster, Jr., of this city, who sold her some two years since to Messrs. Howland & Ricgeway, her last owners. She has been engaged as a regular packet between this city and Liver-peol. Her value is \$67,000, and she is fully insured in

The following are the names of her crew:

Alexander Kelly, ceptain.

Alexander Kelly, ceptain.

Assoul Atkinson, 1st mate.

Arbert Rork, 2d mate.

Mr. Spencer, 3d "

Ann Spencer, 3d "

Ann Spencer, 3d "

Ann Spencer, stewardess.

Alex. Hobbs, carpenter.

J. W. Voon, seaman.

J. W. Poon, seaman.

J. W. Hoftsil, "

Cas. Clark, "

The Mr. Johnson, "

A. A. Peal, "

Mr. Caton, "

Edward Sadier, "

Gao. Parker." The following are the names of her crew:-

Geo. Parker, "
She took on board at Liverpool 120 pss cabin passenger and the others in the second cabin and steerage. Of these, one lost his life before the accident to the vessel. The passengers were English, Irish and Scotch, and were of the better class of emigrants on their way to the United States. Their names Mr. Nye did not tnow. We shall receive a list of them, doubtless, by the pert steamer.

Ammements Last Night. ACADEMY OF MUSIC—" LA SPIA."

No fairer or fuller audience ever gathered within the walls of our splendid opera house than that which was assembled there last evening—all the critics, all the people who consider themselves cognoscenti, but who al-ways go to sleep, and appland in the wrong place; all the pretty women who come to acore Brignoli, and who have nearly spoiled him by the same token; all young New York, with their tight boots, their stude, their rings, their irreproachable coats, their garotte-like shirt collars, their sickly eimper, and their vacant, inane countenances. In fact, it was Faster Monday night—the fashions. ble world had purified itself by a week of suckcloth and ashes—there was to be a new opera, on an American subject, written by an Italian, sung by artists from several countries- and so all New York went to the

The new opera is called "La Spia." The music is the work of Signor Arditi, well known as an excellent chef d'orchestre, and the libretto is by Fillippo Manetta. The story is founded upon Cooper's novel of "The Spy," and we deem it necessary, as Cooper is not much read now-a-days, to refresh our readers with the leading incidents of

days, to refresh our readers with the leading incidents of the plot:

The period is the year 1780. The secene is laid in New York, in and about the Revolutionary camp. Harvey Birch, the hero, is a poer pediar, attached to the American cause. On an occa-ion, when it was of the highest importance to General Washington to ascertain the movements of the enemy, the latreput Harvey volunteered his services, and proposed to assume the character of a British spy, and engaging, also, to keep the secret, even should it beat the searting of his life. To Washington alone was the truth known. Harvey's former companions, ecceived by appearances, pashing denomined him, hanted him like a wild beart, burnt his house, and set a price upon his bead. The intrepul Birch never flinched from his er gagement. In the county of Westchester resided a family named Wharton, which, through its English origin, and the fact that one of its members (Henry) was a captain in the royal army, was suspected of holding searer corresponence with that party; hence this family became of that family being known to Birch, he become its secret protector. One night the house of Wharton having been set on fire by the Skinners, (a garg of thieves under the cloak of particitism,) the intreput Birch, at the risk of his life, saved from the flames reaces, the daughter of Wharton, who was, at the time, ergg ged to be married to Major Dun roydis, of the Virgiput Birch, at the rick of his life, saved from the flames Frances, the daughter of Wharton, who was, at the time, rangeged to be married to Major Dun woulds, of the Virginia cavalry, then in that neighborhood. Shortly after this, Captain Henry Wharton, having come in diagnise, to visit his parents, was seized by the Americans, and was condenned to ceath as a spy. Harvey, having obtained an interview with General Washington, convinced him of the imposence of the British officer, who consequently was saved, and permitted to escape with Harvey, in the diguise of a clergyman. Harvey's secret was unknown till manny years afterwards, when he fell in an action in the war of 1812-15. The librettlat clears up his character, however, by the introduction of a letter from Washington, and the opera closes with a triumphant finale arranged to the air of "Hall Columbia."

The opera opens with a seene in a farm house, the

The opera opens with a scene in a farm house, the quarters of a corps d'elile, the Virginia dragoons. They are enjoying themselves as stage soldiers always ido, and express their feelings in a martial chorus, the refrain of

Which—
Hurra a Virginia! Hurra alla lega!
Viva in eterno la libertà,
was exceedingly vigorous and resonant. It was encored,

as it deserved to be. Dunwoodie (Morelli) arrives, and in a most unmilitary style informs his men of a night strack, and proceeds to deliver an aria, in which he expresses himself in a most energetic manner against the enemies of his country. We then have a scene tween Wharton (Gaspareni—by a most aproportypegraphical error printed Raspareni)—and Frances Miss Hensler). In a great deal of recitative they dis cuss the merits of the tory and whig side of politics, and in a duet ("M'arse il cor que'l annunzio fatale ") lament the stupidity of the juvenile Wharton, who is fighting or the wrong side, and who has been taken as a spy. Dun woodie appears and is pressed to assist Wharton, but respectfully declines, whereupon there is a trio. Old Wharton is furious, Dunwoodle patriotic, and Frances thinks : ! - can forgive bim if he is sufficiently valorou against the English. The next scene is the interior of Harvey's (Brignoli) cottege. He is brought in by a chorus of Skibners, (thieves), who express their gratification at meeting bitu, and demand his money. Mary, (Mine. I.a Grange), his mother then enters, and the chorus informs her that her son is a spy. Another duet, in which Harvey assures Mary that he is nothing of the sore, and she requests an explanation The chorus throws in a few remarks expressive of disgust at the whole proceeding, and proceed to take Harvey's gold by menacing his mother's life She prenounces a curse upon the gold-Ia Grange was exceedingly good here-and the chorus drag off vey as a spy, which ends the first act. All the performers and the composer were called before the curtain There's not much yet, except the Virginia chorus, but the instrumentation is excellent, though there is rather too much Young Italy and Verdi about it to please us. The second act opens in Dunwoodie's tent, where that railant baritone officer is confidentially assuring one of his captains that England is nearly whipped. Harvey

ought in guarded. He refuses to explain his position and the scene closes with a quet, wherein the tenor im plores heaven to take care of his mother, and the baritons alls the tenor an implous wretch. In another duet the baritone conveys to the tenor the cheering news that he ties at sunrise, and the tenor seems resigned to be the victim of c'icumstances. In another scene we have Wharton's mansion; and a number of peasant women andering their sympathies to Frances and Mary is a very pretty chorus, somewhat marred by the time not being well taken. Mary and Frances return thanks in a near quet, and the last named lady executes a cavatina-"Come un souve baleamo"-in which she expresses in clever trill how much better she feels. Immediately at terwards abe receives intelligence of a battle, in which her lover has "vanquished the English," and thereupon

breaks out into a carzonet, "Sento, st, scaldarm: Vanima," &c., which is very clever, though not quite original. Here is the best writing of the vocal score; but although Mass Eensier sings sweetly, and executes neatly, her in-tenation is not always correct, and she has not the dram atic style necessary to render properly such music. The next scene is the test in the whole opera. It represents the exterior of Wharton's house at night, Two Skinners

make preparations to commit a burglary. Harvey, what recitative expresses his belief that something wrong is going on. Instead, however, of giving the slaum, as any person except a tenor hero might be expected to do, he sings a romance about his native bills, liberty and other though a reminiscence, and Brignoli sung it so well that he was encored. Something wrong has been going on-the Skinners have robbed the house and set is on firelarge numbers of people arrive at the scene of the catestrophe. Instead of going after buckets, they sing a great deal. Ha vey saves the life of Frances. Mary, Charles, Frances, Old Wharton and others deliver a prayer, which is well written, but has not quite enough weight for the attuation. Harvey makes a few side remarks about his sufferings, but is allowed to go unharmed, and the second act closes with a extette and chorus, which hardly had full justice.

As far as original writing goes, the second act will not stand criticism. But it is full of nicely arranged musts, lively action and strong effects. The burning of the house was exceedingly natural. The curtain fell in a perfect storm of applause. Everybody was called out, or cept Allegri, the scens painter, who deserved it most. We are glad to give him his triumph here. En passant. We enter a protest against a claque, the duty of which seems to be to applaud the tenor. These persons stand in the corners of the parquet, which has lustre in the pit of the Paris theatres. Neither the

become almost as notorious as the space under the Academy nor any artist in it need such aid, and it is in especial bad taste for any artist to recognize their eternal bis! bis! which always comes in the wrong place, and which is a terrible nuisance. The third act displays the camp of the American army

in the Highlands, with the prison of young Lawton in the foreground, and the gallows upon which he is to be harged in the morning, in the rear. We have another military cherus, very much like the "rataplan," in the "Daughter of the Regiment," and a troop of Continentals appear, marching to the old Revolutionary air, "The White Cockade." The ensemble of the whole scene was stiring, and the choruses were very well given. Something too much of this, however. Harvey saves Wharton's life, by assuming his place in person, and has an interview with Mary, who is almost heartbroken at her son's peril. In Grange was splendid in this some, acting and singing very finely. When things are at the worst the order arrives for the release of Harvey. The general joy then relieves itself in a chorus final, wherein every one is to let the flash of his sword gream, which re solution, with various other patriotic and revolution sentiments, are expressed to the national air, as above

In summing up, we may say that, like all young composers, Signor Arditi—involuntarily, no doubt —borrows largely from other composers. His work displays more tast and talent in giving to old armonic forms a new dress than in inventing new ones. The opera is sometimes tedious, and the time of represen-tation exceeded three hours. But it has merit enough to live and become popular. Indeed, it will be more popular with the mass than with those who look upon the opera as a high art. The Dragoons' chorus will save the first act—the second is quite interesting; and if Hail Columbialism't enough sait for the third, why there is La Grange's excellent scene, which would carry off a much worse opers than the "Spy." We may safely congratulate the composer on the success of this, the second American pers ever done in the United States.

The librettist has done his work pretty well, so far as he has gone. He has falled in one respect. He has taken up an epoch of our Revolutionary strusgle, and given but one side of the question. He has so far followed the immortal unities as to blot the British out entirely. But still, under all the circumstances, he has done pretty well, and has displayed no little skill in the arrangement of his plot. The most ardent disciple of the George Sanders school of politics could not denounce the George Namers among to purchase the grant with more refreshing unotion.

The manager has done his part well. So far as stage the manager has done his part well.

accessories go, the opera could not have been better treated. Every one seemed anxious for its success, and we are glad to learn that Mr. Marciack, like a true artist, has forwarded the work in every way possible. The orchestra and chorus were very good. Mr. Artist conducted in person, and was frequently honored with the anniques of the house.

the applause of the house. WALLACE'S THEATRE.

At Wallack's, last evening, "Much Ado About Ne thing" was revived, in which Manager Wallack oppoin his favorite role of Benedick, after an absence from the stage of seventeen months. Notwithstanding the unpropitious weather, a densely packed audience was in at The cast of the piece was altered since the last time it was performed, though not in every respect for the best. Mr. Norton was the Don Pedro and Mr. Stewart the Class ilo-parts formerly enacted by Messrs. Lester and Walcot respectively—a change certainly, but not an improve-ment. Surely those parts are not beneath the talents of

the last named artists.

Mrs. Hoey surprised the audience by the aprit and grace with which she personated Beatrice. It was a narked success. Mr. Brougham's Dogberry was a mistake. Shakspere's "Master Constable" was not brusque, demonstrative and self-conscious, as was Mr. Brougham last night, but a pompous, tedious old fool, who dwest on his words, and was not aware of the oddity of his remarke, nor was his costume that of a "Friar of Order Grev." Still the performance of the part was unctuous and vastly funny. Holland was excellent as Master Verges. The miss on scine was superb, and every detail of the piece was carefully elaborated. Mr. Wallack made a brief speech at the close, in which he referred with price to the fire house that was brought together, notwithstanding the storm, and paid a marked compliment to the artists who had assisted him. He announ tion of playing at least a month.

The equestrian dramatic spectacle entitled "Maxep-pa" was produced at the Broadway thentre last even-ing, for the first time. Although the piece has been played at several of the minor theatres in this city on many occasions, still a full and enthusiastic heuse assembled to witness the spectacle as produced by Manager Marshall. The plot of "Mazeppa" is so well known to the public, that it is hardly necessary for us here to enter into the details of the piece. Tae first ac; passed off very tamely, and it was not until its close, when Cassimir (Mr. Canoll) was seen bound to the wild corse of Tartary, and sent adrift upon the wide world, that the feelings of the audience found vent in appla.

The scene towards the close of this act was a touc The scene towards the close of this act was a touching and well rendered one. Mmc. Ponisi, who took the part of Olinska, daughter of the cruel Castellan of Laurenski, and the betrothed of Casamir was very affecting in her appeals for mercy to the doomed Tartar. In the second act, the meeting be-tween Cassimir and his father, Abder Kahn, king of Tartary (Mr. Fisher), was well acted. The steppes of Tartary, and the rocky eminences over which the wild horse ursued his career, appeared very satural, and the labors of the artists engaged to getting up the machiner and scenery were well rewarded, if the applause of a intelligent audience was worth anything. The close of this act, where Cassimir, in the person of Mazeppa, in proclaimed King of Tartary, was quite pleasing, and drew cown a lorg round of appliance. The third act east off in a spirited manner. The acting throughout the entire piece was very good, and but few drawbacks were encountered in the production of the entertainment. "Mazeppa" will be repeated every night this week. NIBLO'S GARDEN.

The lavorite pantomime of the "Green Monster" was per-tormed last night at Niblo's Garden, for the first time this season, and to a large audience, notwiths anding the unfa-vorable weather. The White Knight was in tuli flower, and, if possible, more comiethan ever, while Harlequin, the Chevaller Mircque and the other leading characters sustained their parts admira biy. There were some few detects in the machinery, and the transformations were not as perfect well performed as could have been expected on the first night. In addition to the "Green Monster," the audience were entertained with the ballet pantomine of "Fagaro," in which M'lle Robert's dancing was, as usual, one of the principal and most attractive features.

THE WEATHER .-- A cold rain set in about 2 P. M. yester day, which soon changed to a warm snow, that fell thick and fast for several hours, but faded out of sight as it. reached the ground, as if ashamed out of sight as itpace. The walking was exceedingly unpleasant;
but as this is the first season of the year and we don't
keep the city clean, we ought not to complain. From
this time to the end of April, look out for all, wers, dirugstreets and solled garments.